

# THE JASPER WEEKLY COURIER.

VOL 11.

JASPER, INDIANA, FRIDAY, MAY 28, 1869.

NO. 18.

PUBLISHED EVERY FRIDAY, AT JASPER,  
DUBOIS COUNTY, INDIANA, BY

CLEMENT DOANE.

OFFICE.—IN COURIER BUILDING ON  
WEST MAIN STREET.

PRICE OF SUBSCRIPTION.

Single Subscription, for fifty Nos., \$1 50  
For six months, : : : : : 1 00

RATES OF ADVERTISING.

For square of 10 lines or less, 1 week, \$1 00  
Each subsequent insertion, 75 cts.

Longer advertisements at the same rate.  
A fraction over even square or squares,  
counted as a square. These are the terms  
for transient advertisements; a reasonable  
deduction will be made to regular adver-  
tisers.

Notices of appointment of administra-  
tors and legal notices of like character to  
be paid in advance.

ANNOUNCING CANDIDATES.

For Township officers, each \$1.00  
For County " " 2.50  
For District, Circuit, or State, 5.00

BRUNO BUETTNER,  
ATTORNEY AT LAW,  
And Notary Public,  
JASPER, INDIANA.

Will practice in all the Courts of Dubois and Perry  
Counties, Indiana. July 19, '69

Clement Doane,  
ATTORNEY AT LAW  
JASPER, INDIANA.

Will attend promptly to any business entrusted to  
him in any of the courts of Dubois county. Office  
in the Courier Building on West Main street.

G. T. B. Carr,  
ATTORNEY AT LAW.  
JASPER, INDIANA.

Will practice in all the Courts of Dubois and adjoining  
counties. Office on the South side of the Public Square.  
Sept. 20, '68.

L. Q. DEBRULER. W. A. TRAYLOR  
DEBRULER & TRAYLOR,  
ATTORNEYS & COUNSELORS AT LAW.  
JASPER, INDIANA.

Will practice in the Courts of Dubois and adjoining  
counties. Particular attention given to collections.  
March 20, '69.

MALOTT, COBB & SCHAFER.  
JASPER, INDIANA.

Will practice in Courts of Dubois  
County.

Special attention given to the  
Collection of Claims.  
April 17, '68.

F. HAHN & CO.  
FORWARDING & COMMISSION  
MERCHANTS.

DEALERS IN  
Produce, Barley, Oats and Lime.  
Lower Wharf-Boat Proprietors.  
TROY, INDIANA  
Sept. 20, '67-68

Furniture! Furniture!  
The undersigned informs the  
public that he has now and  
will constantly keep on hand,  
as manufacture to order, all the latest and most fashion-  
able varieties of Furniture, such as  
Wardrobes,  
Bureaus,  
Bedsteads,  
Tables,  
Lounges,  
and a large assortment of chairs, of the best styles. He  
respectfully invites those desiring anything in his line,  
to call and examine his stock before purchasing else-  
where, as he is confident he can please them, at his new  
shop, on the corner of the Public Square, west of the  
court-house.  
November 19, 1867. JACOB ALLES.

STEEG, H. NEILING. JOS. HANSHAUSER  
STEEG, REILING & CO.,  
WHOLESALE DEALERS IN  
Groceries, Provisions, Teas,  
TOBACCO, CIGARS,  
MARKET STREET,  
North side between Second & Third Sts.  
LOUISVILLE, KY.  
P. S.—Prompt attention to orders from the country.  
Sept. 12, '68-19.

VALENTINE MERCKER.  
BOOT AND SHOE MAKER,  
CORNER OF WEST MAIN & PORTERSVILLE STS  
JASPER, INDIANA.

KEPERS constantly on hand a good as-  
sessment of home-made Boots and  
Shoes, which he offers for sale at the  
most reasonable prices. He also  
makes and repairs work with neat-  
ness and dispatch. Thankful for the  
liberal patronage heretofore bestowed on him, he solicits  
and will endeavor to merit a further extension of the  
same.  
June 6, '68-19.

GLASS WARE.  
In great variety, and of the best quality at low prices.  
at the Drug Store.  
Oct. 5, '68

## Essay on Man.

THE SEMETIC RACE—THE JAPHETIC RACE—  
THE HAMITIC RACE—THE CREATION OF  
MAN—EDEN—IT WAS ORDAINED BY  
HEAVEN'S ETERNAL PLAN THAT MAN'S  
OBEEDIENCE SHOULD BE PUT ON TRIAL.

And how from Noah sprang the Semetic  
Tribe—  
How these again in various clans we  
trace—

To the same sire we'll trace the Arians;  
The link of the Indo-Europeans—  
How the sage Greek, and the proud Ro-  
man too;

The Persian, Gaul; the German and  
Hindu,  
Are linked and join'd in one consanguine  
bond—

Though far dispers'd o'er every clime  
and land,  
The Hamidae we'll trace midst Africa's  
wild;

How then we claim from Noah's cursed  
child—  
The sooty brother how alas! too long,  
Was th' abject slave of the o'erpow'ring  
strong—

And thus we'll join in one great Brother-  
hood,  
All—White, Red, Black—above and an-  
tipode.

But let's once more remount the sacred  
height,  
Where Man's great Sire drugged with  
omniscient sight,

Beheld the future—we the noble plan  
(Taught by God's Book) of Eden, and  
the Birth of Man.

O Man! created like unto the Image  
Divine  
Of God the Father, the Almighty, thine:  
Made out of clay, adam\* thus is thy  
form;

Thy nobler part divine, of heavenly  
charm:  
Above all that was, or on Earth would  
be.

Was God's command—Is Man's author-  
ity.  
To Man as sovereign all should homage  
yield;

All to his pleasure, in the air and field,  
Their off'ring bring in an abundant store,  
And Man should lack, nor want for nev-  
er more.

An Eden, by an heavenly Architect,  
Delightful made, in all without defect:  
A home should be, a heaven on earth to  
thee;

And lord of all, all to Man's will be free.  
Delightful fruits! with taste and smell  
so rare,  
Trees, shrubs, and herbs in o'er-abun-  
dant bear.

Await but Man's command his d'sire to  
still  
With luscious plenty, and with needful  
fill.

Fragrant odors, the zephyrs 'round him  
sing,  
Of flowers, adorn'd in charms of youth-  
ful spring:

Nor woe, nor misery to be Man's lot;  
Nor death, nor sickness by foul air be-  
got.

Thus Man possess'd all that desire could  
wish  
Of earthly joy, or of celestial bliss.

The Lord of Heaven, whom no bounds  
define,  
Thus spake: "Child of my breath! all  
this be thine.

Eternal happiness, if but content,  
And in obedience thy free will be lent.  
To my command—and one I will but  
give.

Obey but this—eternal thou shalt live.  
For 'twas ordain'd by Heaven's Eter-  
nal Plan.

A Test should be for Angels and for  
Man:  
T' obedience due to the Omnipotent  
Might,

(Dare Man deny this just inherent right?)  
That creatures owe to the Omnipotent  
Good,

Who out of clay made Man—with plen-  
itude  
Bless'd him. Then Man obey and show  
thy gratitude.

Fair Eden I created for Man's sake  
And give: But of the Fruit—do not par-  
take.

Of the dread Tree of Knowledge—Death  
—and Life—  
Man wroth not Heav'n by the unlawful  
strife.

'Tis thus high Heaven's irrevocable de-  
cree;  
A Test for Death—for Man's Immor-  
tality.

Shall be the Fruit of that portentous  
Tree."

\*Adam—clay, or red clay. M. F.

The New Albany Rolling Mill on  
Friday last shipped to New Orleans for  
reshipment thence up Red river, four  
hundred tons of railroad iron.

The total value of taxable prop-  
erty of the State of Illinois, as is return-  
ed under the recent equalization, is \$471,  
555,566.

Napoleon has ordered the celebra-  
ted artist, Grattol, to paint a life-sized  
portrait of General Grant for the Ver-  
sailles gallery.

## Cuba.

The island is at the present time ex-  
citing much attention and speculation in  
both hemispheres. A great deal has been  
written and published in regard to it dur-  
ing the last century by travelers and  
others, and yet very little is known about  
it by the masses of the intelligent people  
of any nation. Even in Spain, which  
has held it as a colony, there is unques-  
tionably extensive and profound popu-  
lar ignorance as to what Cuba actually  
is, physically, agriculturally, and finan-  
cially.

The area of Cuba, including the cir-  
cumjacent keys and reefs, is about twen-  
ty-four millions of acres, three-fourths  
of which are of very extraordinary fer-  
tility. Her cultivated tracts, however,  
are comparatively few and quite limited,  
the entire extent which produces crops  
being less than two millions of acres,  
while the virgin woods and natural pas-  
turages embrace some fifteen millions.  
With so small a proportion of her soil  
under cultivation, she produces crops to  
the amount of not less than one hundred  
and thirty millions of dollars a year. Of  
this amount, sugar, her chief staple, con-  
stitutes sixty or seventy millions, tobacco  
fifteen or sixteen millions, and coffee  
about five and a half millions. For the  
raising of sugar, the lands of Cuba are  
not only unsurpassed but unequalled in  
all the world. The sugar planters of the  
United States are obliged to replant their  
fields every year, and the expense and  
trouble of doing this are very great, but  
there are in Cuba many sugar estates  
which yield enormous crops consecutively  
from forty to fifty years without re-  
planting. Sugar is cultivated more or  
less all over the island, but the most im-  
portant sugar districts are in the juris-  
dictions of Cardenas, Matanzas, Sagua,  
and Remedios on the north side, and  
Cienfuegos, Trinidad, and Santiago on  
the south. The sugar estates are owned  
almost entirely by native Cubans, though  
a few large ones belong to some of the  
wealthy Spaniards of Havana.

The coffee crop of Cuba is obtained  
almost exclusively at present from the  
extreme eastern end of the island in the  
hilly districts lying back from the ports  
of Santiago de Cuba and Guantanamo.  
Coffee planting has, for both large and  
small capitalists, serious disadvantages  
in comparison with sugar making, for,  
in the first place, sugar can be cut eight  
months after it is planted, whereas the  
coffee plant produces only in the third  
or fourth year of its growth, and, sec-  
ondly, whether the season is good or bad,  
too wet or too dry, the cane unfailingly  
yields some proceeds, while the coffee  
planter is always in danger of losing his  
whole by an unseasonably heavy rain at  
the time when the bush is in flower. In  
some important respects, however, coffee  
planting, as an agricultural pursuit, is  
infinitely preferable to sugar making, for  
the coffee estates are generally on elevated  
and hilly lands, free from the intense  
heat of the low and unwholesome sugar  
districts, the nights are at all times deli-  
ciously cool, and the labor of the field  
hands is infinitely less severe.

The tobacco districts are to the south-  
west of Havana. The estates are gener-  
ally in the hands of small planters, who,  
in some cases, pay enormous rent for  
choice lands, and obtain an equivalently  
enormous price for their crops. The  
central portion of Cuba, including the  
large jurisdiction of Puerto Principe, is  
the great pastoral district of the island.  
It affords the very finest pasturage for  
very large herds. Havana derives thence  
her principal supply of cattle. The aver-  
age yearly value of cattle sold is esti-  
mated at over five millions of dollars. —  
This district is the most sparsely popu-  
lated of the island.

The whole population of Cuba is less  
than a million and a half. The census  
of 1862, compiled by the Government,  
gives the figures at—white, 754,750; free  
colored, 241,416; and slave, 373,071; to-  
tal, 1,355,238. The population is believed  
not to have increased much since 1862,  
the excess of births over deaths of the  
white and free colored races being fully  
counterbalanced or even more than coun-  
terbalanced by the decrease of the slaves.  
It seems an anomaly that only about one-  
twentieth part of an island, so singularly  
productive, and in many parts so salubri-  
ous, is under cultivation, and that so  
small a population is supported; but  
there are causes for this with which  
most of our readers are more or less fa-  
miliar.

It is too soon to speculate much upon  
the consequences of the annexation of  
Cuba to the United States, a thing which  
may be very far in the future if in the  
future at all. We of the West and South  
should possess, and, we trust, do possess  
enough of public spirit and patriotism to  
desire whatever would advance the pros-  
perity, the greatness, and the glory of  
the whole United States, but we pre-  
sume there can be little doubt that the  
annexation of Cuba and the consequent  
abolishment of the immense impost du-  
ties on her sugar and tobacco would de-  
stroy those great interests among our  
people.

Andrew Johnson's property is  
valued at \$75,000.

## The Tobacco Product of Southern Indiana.

The tobacco crop of Indiana is annu-  
ally growing in importance. In many  
counties where, ten years ago, this great  
staple of commerce was not grown at  
all, it is now produced in large quanti-  
ties. This is particularly true in the  
southern counties of the State, where the  
soil as well as the climate is well adapted  
to its growth. The farmers in Southern  
Indiana find the crop not only prolific in  
yield but more valuable to the acre than  
any other crop grown; and this result is  
so generally known that nearly every  
farm in Southern Indiana now has its  
"tobacco patch," and on very many farms  
these "patches" cover many acres.

In the counties of Washington, Or-  
ange, Dubois, Greene, Daviess, Martin,  
Gibson, Warrick, Pike, Knox, Spencer,  
Perry, Crawford and Harrison tobacco  
is grown upon nearly every farm; its  
production in the counties of Floyd,  
Clark, Jackson, Scott, and Lawrence is  
by no means small, and is increasing an-  
nually. This increase will become great-  
er as our Indiana farmers pay increased  
attention to the curing and proper pack-  
ing of the crop; and it is not too much  
to say that within the next five years to-  
bacco will become the leading article of  
production and commerce in the coun-  
ties we have named.

A gentleman of this city, who has re-  
cently returned from a trip through the  
counties of Harrison, Crawford, Dubois,  
Gibson, Orange and Pike, informs us  
that he was surprised at the vast quanti-  
ties of tobacco he found in the barns of  
the farmers, "prized" and ready for mar-  
ket. At the little town of Huntingburg,  
in Dubois county, he states, there are  
four extensive tobacco stemmeries, one  
of them owned by gentlemen who reside  
in Liverpool, England, and one of them  
by a New York firm. During the past  
year there were shipped from Hunting-  
burg by these stemmeries seven hundred  
hogsheads of tobacco, valued at three  
hundred and fifty thousand dollars. All  
this tobacco was wagoned to the Ohio  
river, and thence shipped on boats for  
New York and Liverpool by way of  
New Orleans. Not a pound of the whole  
amount, we are told, went to Louisville,  
simply for the reason, we presume, that  
the Louisville warehouses do not deem  
the trade from Southern Indiana of  
enough importance to even advertise  
for it.

We think we are quite safe in saying  
that not less than four thousand hogs-  
heads of Southern Indiana tobacco are  
annually lost to the Louisville ware-  
houses from their indifference to this  
valuable staple in the Southern counties  
of the State. Traveling agents from  
New York and New Orleans go through  
the country buying up the crop at just  
such prices as it suits them to pay, while  
if Louisville would put forth the proper  
effort she could drive these "drummers"  
out and secure the tobacco for her own  
warehouses. In a conversation a few  
days ago with one of our subscribers re-  
siding in Dubois county, and who culti-  
vates tobacco extensively, we urged the  
advantages of the Louisville tobacco  
market to the tobacco growers of his  
county. His reply was—"Louisville don't  
want our tobacco. Her dealers and  
warehousemen have never put forth a  
single effort to draw our large and really  
superior crops there." There is in this  
declaration of the farmer food for reflec-  
tion for the warehousemen of Louisville.

The railroad proposed from New Al-  
bany to St. Louis—and which will be  
built, beyond all question—will pen-  
etrate the very best tobacco growing coun-  
ties of Indiana. This fact is one of im-  
portance to Louisville, and interests her  
in the completion of the road. New Al-  
bany leads off in this enterprise with  
four hundred thousand dollars, and the  
people of the counties through which  
the road is to pass will do equally well  
in subscriptions, their wealth considered.  
Can Louisville afford to stand back and  
see this road languish for want of two  
or three hundred thousand dollars? We  
think not; but it is for the people of that  
city to determine. We are told that  
there is encouragement for believing  
that two or three hundred thousand dol-  
lars will be subscribed at Louisville to  
this grand link in the proposed line from  
St. Louis to Norfolk, Virginia.

[N. A. Commercial.]

NEW ALBANY AND ST. LOUIS AIR LINE  
RAILROAD.—The Chief Engineer, Mr. St.  
John, and his assistants, will start out in  
about twenty days to survey the route  
for the proposed railroad from this city  
to Mt. Carmel and St. Louis. Two  
through routes, North and South, and a  
central route for a portion of the dis-  
tance, will be surveyed. The work will  
be pushed with energy and completed at  
the earliest possible day. The South  
route will touch Corydon, running thence  
by way of Huntingburg, Dubois county.  
The North route will leave Corydon  
some miles to the South, and touch Ja-  
per, Dubois county. The route selected  
as the permanent line of the road will,  
of course, be the one offering the great-  
est inducements to the company in the  
way of subscriptions of stock.

[N. A. Commercial.]

## Norfolk, Louisville and St. Louis Railroad.

The oldest proposed route to connect  
the Mississippi Valley with the Atlantic  
Ocean is that which was suggested eighty  
years ago by George Washington, and  
which, now that the Pacific Railroad has  
united the Pacific Ocean with the Mis-  
sissippi Valley, proposes to connect those  
two great oceans and the vast commerce  
which accumulates upon their shores.—  
This route reaches the Atlantic Ocean  
over St. Louis, by way of Louisville, at  
Norfolk, Virginia. In Washington's time  
it was suggested to make this connection  
by water, using the Kanawha, James and  
Ohio rivers; at present it is proposed to  
make this connection by railroad, and  
thus bring St. Louis 400 miles nearer to  
the Atlantic Ocean than by way of New  
York, and to bring the Atlantic Ocean  
five hundred miles nearer to the Pacific  
than by way of Chicago and New York,  
as soon as a road shall have been built to  
connect our railroads with the Pacific  
Road.

Now, four hundred and five hundred  
miles of railroad freight and passage  
means something, and means ultimately  
an entire revolution of the course of  
trade. Hence, the bill introduced in  
Congress at its last session by Mr. Wells,  
and authorizing the Norfolk, Louisville  
and St. Louis Railroad Company to con-  
struct a railroad from Norfolk via Lou-  
isville to St. Louis, is to our city of in-  
calculable importance. The incorpora-  
tions of this road are Messrs. Wm. Ma-  
lone, John B. McDaniels, John S. Bar-  
bour, Wm. Lamb, Thos. Tait, John F.  
McElhenny, A. Van Camp, Wm. H.  
Taylor, A. G. Newton, W. T. Joyner,  
and C. W. Newton, of Virginia; Julius  
Dorn, H. D. Newcomb, J. J. Porter,  
Thos. Schwartz, W. B. Belknap, Z. M.  
Sherley, H. B. Hoke, Littleton Cook,  
Wm. Preston, W. A. Dudley, Samuel B.  
Thomas, James Guthrie Coke, Silas F.  
Miller, Dr. N. Green and W. C. Hites, of  
Kentucky; W. S. Culbertson, Augustus  
Bradley, John R. Cannon, D. Ricketts,  
Marcus Lewis, Henry Ayers, Paul Reising-  
er, W. R. Bowes, and John B. Ford, of  
Indiana; J. L. D. Morrison, Wm. H.  
Snyder, John D. Wood, Robt. Coffey, S.  
R. Casey, Joseph Gillespie, Samuel S.  
Marshall, and Gen. John A. Logan, of  
Illinois; Isaac H. Sturgeon, Josiah Fogg,  
Silas Bent, E. O. Starnard, J. D. Perry,  
Wm. J. Palmer, Thomas Allen, W. Hein-  
richshofen, Henry R. Whitmore, Wil-  
liam Henricke, and others of Missouri.

The bill incorporating this road, and  
which is almost sure of a passage at the  
next session of Congress, provides that  
work on the road shall be commenced  
within twelve months from the passage  
of the bill and completed within six  
years. In view of the movement now  
fully inaugurated to secure again to St.  
Louis the famous grain trade of the  
Northwest, this road is of special impor-  
tance, and deserves the particular consid-  
eration of our business men and mer-  
chants. So long as we have merely  
steamboat freight to offer in competition  
with the railroad freight of Chicago we  
are not secure; but against a four hun-  
dred miles shorter railroad connection  
even Chicago can bring no argument.

[Missouri Republican.]

A Southern friend, who is curious  
in his observations as to the effect of free-  
dom on the ordinary field-hand freed-  
man, says that in no way does Sambo  
"feel the oats" of liberty more than in  
his devotions; and in support of his as-  
sertion sends to Harper's "Editor's  
Drawer" for May the following hymn,  
which he says is a favorite in public re-  
ligious services:

"We're nearer to de Lord  
Dan de white folks, and dey knows it:  
See de glory gate unbarred;  
Walk up, darkeys, past de gard;  
Bet a dollar he don't close it.  
"Walk up, darkeys, froo de gate;  
Hark! de colored angels holler,  
Go away, white folks! you're too late:  
We's de wintah' color; wait  
Till de trumpet sounds to foller.

"Hallelujah! tanks an' praise:  
Long enuff we've borne our crosses;  
Now we's de sooperior race:  
We's gwine to hebbin afore de bosses!"

QUALITY OF WHISKY.—Father and son  
keep within a thousand miles of Hart-  
ford a shop where whisky and other decora-  
tions of like character are sold by the  
glass. One morning recently the old  
man had got his keg full at so early an  
hour that by nine o'clock he was laid out  
in a chair as drunk as a boiled owl. At  
this particular period of the old gentle-  
man's existence, two chaps entered the  
place and called for whisky. The son  
stepped behind the bar, and put the bot-  
tle down. "Is this good whisky?" asked  
one of the customers. "I don't know  
myself," replied the son, "but there's the  
old man, he's been drinking it steady for  
two years past, and he ain't dead yet."

"I am afraid," said a person of  
questionable habits, "that I am likely to  
have water upon the brain." "You will  
never have it upon the stomach," was his  
companion's conciliatory reply.